national waterways for movement of freight and passengers;

(b) if so, what are the names thereof;

(c) by when waterways transport is likely to be started on these rivers;

(d) whether Inland Waterways Authority of India has completed hydrographic survey and techno-economic feasibility in these cases; and

(e) if so, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) Yes, Sir. In addition to Ganga-Bhagirathi-Hooghly and Brahmaputra a few other waterways namely the Sunderbans, West Coast Canal (Quilon-Cochin section), Godavari Krishna, Narmada, Mahanadi Tapi, and rivers Mandovi, Zuari and Cumberjua canal have been identified for consideration for declaration as National Waterways.

(c) Certain stretches of the existing waterways are already navigable and movement of vessels has been taking place.

(d) and (e) The details of hydrographic survey and techno-economic studies on these waterways are given below:

Sl. No.	Waterways	Hydrographic Surveys	Techno-economic studies
1	Sunderbans	Partly completed	In progress
2	West Coast Canal (Quilon-Cochin Section)	Completed	Completed
3	Godavari	Completed	In progress
4	Krishna	In progress	In progress
5	Narmada	The work on these waterways is not included in VIIth Plan.	
6	Mahanadi		
7	Tapi		
8	Rivers Mandovi, Zuari and Cumberjua canal		

Increase in flight frequency of Indian Airlines

*16. SHRI M. VINCENT: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to answer to Starred Question 424 given in the Rajya Sabha on the 31st August, 1988 and state:

(a) what has been the percentage of increase in passenger traffic, increase in flight frequency and new extensions of flights by the Indian Airlines during last three years;

(b) what is the name of the State which had the maximum flight frequency added and extensions of flights added during the last three years; and

(c) whether considering the increase in the traffic, the Airlines have added more aircraft in their fleet?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) During the years 1985-86, 1986-87 and 1987-88, the percentage increase in passenger traffic of Indian Airlines was 7.3, 8.2 and 5.7, respectively. During this period, Indian Airlines added three new stations viz. Car Nicobar Singapore and Calicut to its network. A statement showing increase in frequencies and route changes of Indian Airlines flights is laid on the Table of the Sabha (*See* below).

(b) To meet increased demand, Indian Airlines deployed its additional capacity between city pairs, resulting in maximum increase of frequencies to and from the four metropolitan cities. Since the maximum traffic flow was to and from Bombay from all parts of the country, the increase of frequencies was highest in Maharashtra.

(c) Yes, Sir.

Statement

Increase in flight frequency of I.A. and Change of routes during the past three years

Sl. No.	Routing	Frequency/ week	Frequency/ week	Routing Change, if any
	1	2	3	4
1	Bombay/Ahmedabad/Srinagar	2 B-737	2 B-737	Bombay/Ahmedabad/Amritsar/ Srinagar
2	Bombay/Ahmedabad/Patna/ Calcutta	3 B-737	3 B-737	
3	Calcutta/Bhubaneswar/Nagpur/ Bombay	3 B-737	1 B-737	Calcutta/Bhubaneshwar/ Nagpur/Bombay
			2 B-737	Bombay/Nagpur/Bhubanesh-war and return
4	Delhi/Lucknow/Gorakhpur/ Patna	4 B-737	3 B-737	Delhi/Lucknow/Gorakhpur and return
	Delhi/Lucknow/Allahabad/ Patna	3 B-737	5 B-737	Delhi/Allahabad/Varanasi/ Patna/Allahabad/Delhi
5	Delhi/Jucknow/Kanpur/Delhi	7 B-737	5 B-737	Delhi/Lucknow/Kanpur/Delhi
			2 B-737	Delhi/Kanpur/Allahabad/ Delhi.
6	Hyderabad/Pune/Ahmedabad	2 B-737	2 B-737	
7	Bombay/Ahmedabad/Kanpur Calcutta	3 B-737	3 B-737	
8	Bombay/Jaipur/Agra	6 B-737	6 B-737	
9	Delhi/Guwahati	7 B-737	7 B-737	Delhi/Patna/Guwahat/
10	Delhi/Raipur/Bhubaneshwar	7 B-737	5 B-737	Delhi/Raipur/Bhubaneshwar Calcutta
			2 B-737	Delhi/Varanasi/Bhubaneshwar
11	Bangalore/Trivandrum/ Bangalore	7 HS-748	5 B-737	Madras/Bangalore/Trivandrum
			2 B-737	Hydrrabad/Bangalore/ Trivandrum
12	Calcutta/Guwahati/Dimapur	1 B-737	1 B-737	
13	Delhi/Clcutta/Dhaka	1 B-737	1 B-737	

1	2	3	4
14 Delhi/Jammu	1 B-737	2 B-737	
15 Delhi/Ahmedabad/Vadodara/ Delhi	4 B-737	7 B-737	
16 Delhi/Srinagar	14 Airbus	14 Airbus 2 B-737	
17 Delhi/Madras	14 Airbus (via Hyd.)	14 Airbus 7 B-737	Via Hyderabad Non-stop
18 Bombay/Coimbatore/Bombay	6 B-737	9 B-737	
19 Madras/Bangalore/Coimbatore	6 B-737	7 B-737	
20 Bombay/Hydrabad	7 Airbus 2 B-737	14 Airbus	
21 Calcutta/Bangkok	2 B-737	3 B-737	
22 Calcutta/Tezpur/Jorhat	7 F-27	7 B-737	Calcutta/Guwahati/Tezpur/ Jorhat/Guwahati/Calcutta
23 Bombay/Goa	7 Airbus 7 B-737	12 Airbus	
24 Bombay/Vadodara	7 B-737 6 HS-745	13 B-737	
25 Bombay/Delhi	22 Airbus 7 B-737	5 Airbus	
26 Mangalore/Bangalore	7 HS-747	7 B-737	
27 Delhi/Goa/Cochin/Trivandrum	6 B-737	7 B-737	
28 Bombay/Aurangabad	7 B-737	7 B-737 5 HS-748	
29 Hyderabad/Tirupati/ Hyderabad	4 HS-748	7 HS-748	
30 Calcutta/Vizag/Madras	4 B-737	6 B-737	
31 Calcutta/Agartala/Calcutta	13 B-737	14 B-737	
32 Delhi/Bhopal/Nagpur	7 B-737 (Delhi/ Nagpur)	4 B-737 3 B-737	Delhi/Bhopal/Nagpur and return Delhi/Bhopal/Nagpur/Delhi (Additional Capacity) Delhi/Bhopal/Delhi
33 Delhi/Chandigarh/Lehand return	2 B-737	2 B-737 2 B-737	Delhi/Leh/Delhi Chandigarh/Leh/Chandigarh
34 Madras/Trichy/Trivandrum Madruai/Madras	7 B-737	11 B-737	Madras/Trichy/Madurai/Madras
35 Guwahati/Agartala/Guwahati	7 F-27	7 B-737	
36 Trivandrum/Male/Trivandrum	2 B-737	3 B-737	
37 Srinagar/Leh	3 B-737	5 B-737	

	1	2	3	4
38	Delhi/Varanasi (via Agra & Khajuraho)	7 B-737	7 B-737	
			5 B-737	Delhi/Allahabad/Varanasi/Patna/ Allahabad/Delhi
			2 B-737	Delhi/Varanasi/Bhubneshwar
39	Bangalore/Goa	7 HS-748	7 HS-748	
			2 HS-748	Bangalore/Belgaum/Goa/ Bangalore
40	Madras/Port Blair	3 B-737	4 B-737	
41	Bombay/Karachi	3 Airbus	4 Airbus	
42	Delhi/Karachi	2 B-737	3 B-737	
43	Bombay/Udaipur (on Bombay/Aurangabad/ Udaipur/Jodhpur/Jaipur/ Delhi service)	7 B-737	7 B-737	
			4 B-737	Bombay/Udaipur/Bombay

Over-worked and fatigued Boeing 737 aircraft

*17. PROF. C. LAKSHMANNA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that most of the Boeing 737 aircraft purchased in 1970 have developed technical problems and suffer from over-work and fatigue;

(b) whether it is also a fact that this batch of aircraft have met with several accidents and near accidents during the last six months;

(c) if so, what are the details in this regard; and

(d) what steps are proposed to be taken to reduce the increasing number of accidents as a result of the operation of these Boeing aircraf?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) No, Sir.

(b) There have been only two accidents during the last six months.

(c) Indian Airlines B-737 aircraft VT-EAI operating scheduled service IC-422 Srinagar-Delhi via Jammu and Chandigarh was involved in an accident during landing at Indira Gandhi International Airport on 19-6-88. The aircraft landed in wheels up condition. The aircraft sustained substantial damage. All the occupants escaped unhurt.

Indian Airlines B-737 aircraft VT-EAH was operating a scheduled flight IC-113 Bombay-Ahmedabad on 19-10-88. There were 135 persons were on board the aircraft and 130 died in the crash.

(d) Administrative action has been initiated to review training, maintenance and safety aspects. The Courts of Inquiry have been set up to investigate into these accidents. Based on their findings and recommendations further action would be taken.

*18. [Transferred to the 15th November, 1988]

Official level discussion for P.M's visit to China

*19. SHRI B. SATYANARAYAN REDDY:

SHRI SURESH PACHOURI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a high level Indian official delegation, led by the Foreign Secretary, Mr. K. P. S. Menon, visited China and had